COTTON CHATS

FROM

DRAPER COMPANY

SHIPMAN'S
COMMON-SENSE BINDER

PATENTED

JANUARY 19, 1892. APRIL 19, 1904

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ASA L. SHIPMAN'S SONS
MANUFACTURERS,
NEW YORK.

COTTON CHATS

By the secretary of the
DRAPER COMPANY,
HOPEDALE, MASS.

No. 39. MAY, 1905.

"Every industry engaged in manufacturing any product which is confronted by a keen competition is forced to utilize every device and every new method proved to be of practical value to increase the production per capita and to improve the quality of the product, thereby making it possible to decrease the cost and at the same time maintain or increase the earnings of the operatives. To meet the extreme conditions affecting the business during the past few years especially, they have introduced certain devices and adopted methods which will, to a certain extent, accomplish this result. In some cases these have been in operation successfully for several years. It now seems to be the intention of some weavers to force the manufacturers to utterly abandon all these improvements and to go back to methods which have been in use for a generation. The manufacturers wish to state, with the utmost emphasis, that this cannot and will not be done. They claim and shall insist upon their right to adopt such new devices in the way of machinery which, after careful experiment and testing, they deem to be for the best interests of all concerned, which without working injustice to employees shall prove by the same means to be necessary for the successful carrying on of their business.

All around in New England and in the southern states the Northrop loom, the warp stop-motion and the long bobbin are being rapidly and successfully introduced without opposition on the part of the operatives and it is therefore absolutely necessary, if the manufacturers are to compete and maintain their industry, that they have free scope to use any or all of these and such other improvements as expediency shall from time to time suggest."

The above is quoted from a statement issued by a committee of Fall River manufacturers in answer to the recent protests of their weavers regarding use of long-bobbin and stop-motion looms. The following trade-journal comment on the same is interesting as emphasizing the same view:

It seems like a chapter from a dark age when we read of the Fall River operatives making a fight not for wages, not against unbearable grievances, but against progress, against improved machinery, against advancement in manufacturing. One must rub his eyes and pinch himself to see whether he really lives in a progressive era when he has before him the evidence which is presented at Fall River. The operatives are today making a fight on the same lines as were made several centuries ago when the first mechanical plants came into existence. The history of mechanical improvements is a history of violent contests and prolonged struggles of work-people against their adoption. There is hardly a branch of mechanical endeavor which has not been a struggle of greater or less duration and violence against the stupidity and ignorance of the work-people. In the early days of the textile industry mill after mill was destroyed, the machinery broken up by the rioting, crazy operatives who, in their dense stupidity and ignorance, destroyed the very source of their support.

The Fall River operative is not burning mills. He has advanced some. He recognizes the potency of law and this deters him from committing overt acts in the way of destroying mills and machinery. But he has not advanced far enough to recognize the necessities of manufacturing, to appreciate that with improvements in machinery come larger opportunities for him. He is still in some ways as dull and stupid and dense as those who a century or more ago destroyed the first power looms. He combats and fights against the magazine loom of today. He protests against the adoption of stop-motions on looms, and his fight with the Fall River manufacturers at this time is a fight against the putting in of automatic looms and of automatic mechanisms in the way of stop-motions. To this extent he is no further advanced from the primitive man than his ancestor who rioted against the power loom.

It seems to us that the general public is apt to misunderstand the situation in reading either the manufacturers' statement or the trade-journal comment. Fall River operatives are not fighting the Northrop loom; they are apparently opposing a cheaper attempt at a substitute, which leaves off that vital Northrop loom feature, the filling-changer. It is the filling-changer which saves labor, —not the warp stop-motion. The long-bobbin warp-stop looms are not automatic in the true sense. The weavers claim they are not efficient, and they are associated in this conclusion with hundreds of manufacturers, both North and South, who have bought over 100,000 of the real, automatic Northrop looms. We do not wish to be understood as claiming that the use of long bobbins and warp stop-motions does not reduce the weaver's labor somewhat, but we do claim that the gain is trifling compared with the possibilities of Northrop loom weaving. We cannot understand why any manufacturer should go to the expense of warp stop-motion and long-bobbin changes to increase from 8 to 10 looms per weaver, when the complete Northrop attachments allow an increase from 8 to 24 looms.

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All mill men know that long bobbins weave off worse, especially in common shuttles where the bobbins are skewered on a spindle. It has been called to our attention that weavers in mills using these long bobbins on common looms, will not sometimes take the trouble to weave off a small amount of filling when it breaks near the lower end of the bobbin. They find it saves time to pocket such bobbins and use them at home to start the fire with. Of course, the loss to the mill is considerable, both in yarn and bobbins too. We would suggest that some of the mills who are trying the long bobbin experiment should keep the run of this item of loss, and see whether it does not counterbalance some of their supposed advantages.

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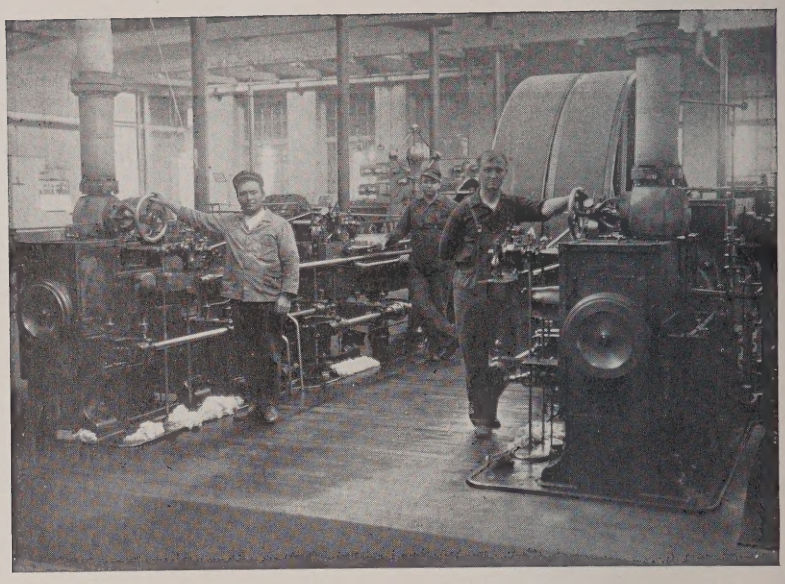
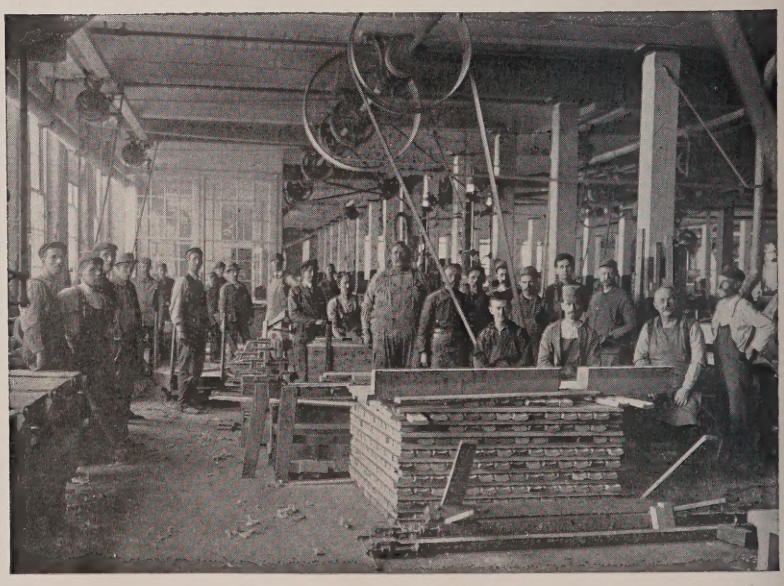
We print a few more views of our working departments on the next page.



ENGINE ROOM.

MAIN DRAUGHTING ROOM.



WOOD-WORKING DEPARTMENT.